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SQUASH, &c., possess the true flavour of
the finest Fresh Fruits.We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which has
the pleasant characteristics of the finest
Lime Fruit.OUR DRY GINGER ALE is a beverage of
delightful flavour and aroma.OUR SASSAPARILLA is not only a deli-
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introduction, has been steadily growing in
popular favour.A. S. WATSON & CO.
LIMITED,

CHEMISTS, AERATED WATER

MANUFACTURERS,

&c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 12th August, 1907.

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should be addressed to "THE EDITOR."Correspondents must forward their names and ad-
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BIRTH.

On August 12th, at Eldonham, The Peak, the
wife of ARTHUR FORBES, of a son.HONGKONG OFFICE: 104, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, August 13th, 1907.

Has the Hongkong Chamber of Commerce
been asked by the Colonial Office to answer
replies regarding Shipping Conferences or
"Rings" similar to those just answered by
the Singapore Chamber of Commerce? The
replies of the Singapore Chamber, with
comments of individual members, were
reproduced in our issue of yesterday, and
we understand have been read with very
considerable interest in Hongkong, so that
the query with which these remarks begin
is being made. If the local Chamber of
Commerce has not had its opinion solicited,
why is it; or if it has (and it was under-
stood that similar questions were to be
submitted to it), when are we to have the
result of its deliberations on this important
subject? Such was the attitude taken up
over yesterday's breakfast and dinner tables,
and as the result of enquiry, we have to
give the not very satisfactory answer that
the Hongkong Chamber of Commerce has
so far not received any such enquiries. This
seems a little odd, for it cannot be supposed
that the port of Hongkong is less interested
in such a discussion than is its Malayan
neighbour. Its opinions ought to be very
interesting, moreover, with the representa-
tive of the premier line presiding over
its committee. However, for the present,
Hongkong readers must be content with

the light thrown upon the subject by the
shippers of Singapore, in addition to the
abstracts of evidence we have been giving
from the published reports of the
Conference now sitting. It will have
been noticed that while the reporting
members of the Singapore Chamber
seemed to share a unanimous antipathy to
the principle and rebate practices of ship-
ping combinations, the majority admitted
that such "rings" had been productive of
beneficial results to trade during recent
years, by securing stability of rates and
more regular and efficient service. Their
reply to the Government, adopted and
supported by the Chamber, was that cargo
can now be shipped to almost any port in the
United Kingdom by better, faster, and more
regular shipping opportunities, and the
speculative element in quotations including
freight charges had now disappeared.
This, they said, had helped to create easier
financial facilities, reduced the rates of
marine insurance, and improved the out-turn
of the cargo carried. The Singapore
Chamber took the extraordinary view that
the whole of the sub-committee's report as
it stood must be accepted or rejected for
despatch to the Government, ignoring a
member's suggestion that the Sub-
Committee's reply was to the Chamber of
Commerce, whose place it was to reply to
the Colonial Office. In this way we were
robbed of what would doubtless have
proved a most interesting debate. Those
who wished to amend the sub-committee's
report to the extent indicated in the Hon.
Mr. Anderson's rider appear to claim that
the improvements admitted have been
brought about in spite of, and not be-
cause of, shipping rings. Mr. Anderson
denies that the shipping facilities are good
enough, even while he admits that there
has been a great improvement. Such facili-
ties as now exist have been, he claims,
merely the progressive outcome of a natural
process of evolution. Tramp steamers,
still subject to competition, have improved
in the same way, and he offers the telling
argument that if the shipping rings (said to
have caused the improvement) were to
be abolished, no one would suggest that
cargo steamers of the old fashioned patterns
would have to be re-introduced. The argu-
ment about competition and speculation in
freights seems to be as full of intricacies as
is the question of subsidiary coinage, there
being a good deal to be said on both sides.
Mr. Anderson suggests a pretty compari-
son on the reference to financial facilities
—if shipping rings, why not banking
rings? He points out that not shipping
rings, but increased trade, caused increased
banking competition, and that this competi-
tion accounts for the "easier financial
facilities," an argument which, whether
true or false, is at least easy to follow. To
similar changes of the conditions, he also
attributes the cheaper insurance. To those
who say have overlooked this important
contribution to the study of a subject now
assuming prominence in the business world,
we recommend a perusal of the third and
fifth pages of our issue of yesterday.

The plague totals at date are 211 cases, 197
deaths. There were only four cases last week
and two yesterday. Last week there were
three cases of smallpox.

The Nippon Yusen Kaisha steamer *Awa*
Maru has made her first appearance in Hong-
kong since she went ashore on the North coast
of England in the beginning of the year. She
arrived here on Sunday.

We are informed that the Robinson Tiao
Co. Ltd. has been appointed purveyor of "every-
thing musical" to His Excellency the Governor
and Household which appointment they have
held for the past twenty years.

The telegram quoted below was received
from Manila Observatory at the American
Consulate at 4.15 on Saturday:—Typhoon
now W. N. W. Guam between 136 and 138
East longitude near 15 or 16 latitude moves
at present N. W.

The town Agents again! It appears that
the abatement for the extra 10-foot span of
the Kian River Railway Bridge was com-
pleted last year, but the superstructure has
not yet arrived from England, the indent
for which was forwarded in January 1905.
Nice! ("Times of Malaya").

The theory that the earth's crust is subject
to diurnal movements analogous to tides has
been confirmed by the seismograph at
Mauritius. The movements seem to depend
upon the sun. A wave of low barometric
pressure travels around the earth after the sun,
and this wave causes a bulge in the crust
beneath it.

The Standard Life Assurance Company,
for which Messrs. Dodwell and Co. are the
local agents, had a successful year's business
during 1906. The revenue for the year was
£1,494,125, of which £1,095,230 was derived
from premiums and £498,895 from interest
on investments. The total available funds of
the Company amount to £11,764,530.

Mr. C. Loebert, the steward of the V.R.C.,
is at present in hospital seriously ill, as the
result of having accidentally fallen into the
water.

Persons arriving from Hongkong will be
placed in quarantine at Sandakan, and will
be subject to medical inspection before being
permitted to land.

The match of 500,000 up between Chapman
and Reece, was concluded on July 6th at Soho-
square, when Reece ran out with an unflinching
break of 499,135. The score, which comprised
249,522 "anchors" cautions, took 5,119 minutes
to compile, scoring at the rate of 97 points per
minute. All but 131 points of this break were
made by the "anchor stroke," the playing time
in gross being 3 days 13 hours 45 minutes.

A Chinese sergeant interpreter at the Central
Police Station is now in trouble. Yesterday,
along with another native, he was placed in the
dock before Mr. H. H. J. Gompertz charged
with forging an order for \$5.20 in the name of
P. S. Gordon. He had made out an order for
expenses but as the sum was unusually large
suspicion was aroused, and when the sergeant
was communicated with by telephone the
fraud was discovered. Both defendants were
remanded.

It is said that a British Magistrate at an
unmanned place somewhere on the China coast
liked to bind native witnesses by the form of
oath they seemed most to respect. One day a
rice-Christian was in the box, and had just
taken oath on the Bible. Dissatisfied with the
beginning of his evidence the Magistrate said,
"Stop a minute. Swear this man in the
Chinese fashion." As visibly disconcerted as
it is possible for a Christian to be by the witness
interrupted. "My no like so fashion, mustah.
My Wong bad Chinaman, but dam good
Kliabtic." So non e ram, e bon trovato.

The Bombay Chamber of Commerce has
addressed a strong representation to Govern-
ment for the improvement of the Harbour of
Aden. In this it urges the necessity of dredg-
ing the channel and deepening the inner
Harbour, so as to admit modern vessels at all
states of the tide. It points out that a scheme
for this purpose has been drawn up by the
Trustees, approved by the Aden Chamber of
Commerce and submitted to Government, and
it has received the unanimous support of the
shipping and mercantile interest of Bombay.
It especially urges these improvements on the
ground of the deepening of the Suez Canal,
and says that the whole of the Eastern Trade
and the Admiralty also are concerned in these
harbour improvements. It urges that the
work should be taken in hand at once, and
that all the available revenues of the port
should be devoted to that end, supplemented
by a loan from Imperial or local revenues, if
necessary.

Mr. Robert Stier, who owned and trained
Sceptre, and was "warmed off," has been
rotated by the steward of the Jockey Club.
The proprietor of the Winding Post, is therefore
no longer under the ban, and may now both
train and race. Seven years ago, exactly, Mr.
Stier, bid 10,000 guineas for Sceptre, 5,000
guineas for Duke of Westminster, and 5,500
guineas for Snowflake, at the July sales at New-
market, and confounded his opponents by what
they regarded as an outrage on common sense.
The two other horses certainly did not run up
to his expectations, but Sceptre, except in the
Derby, did pretty well all that could be expected
of her, and more than repaid her purchase
money and that of her two stable companions,
heavy though that cost most certainly was. Mr.
Stier intends to form a select stud at once
and breed and race his own horses, so it is
evident that he has got some money behind him
and it is hoped by his friends that he will breed
another Sceptre.

THE HARBOUR MYSTERY.

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THE HARBOR MYSTERY.
The man suspected of committing the terrible
crime of last week is still at liberty. At the
time of writing, the Hongkong police are
confident that he succeeded in reaching Shang-
hai, but whether he is still in the northern
port or has made his way into Siberia or else-
where is a matter of conjecture. At any
rate the Hongkong police can do little more
than wait for information from Shanghai. Up
till the present the telegram from here has
not been officially answered, and the inference
is that the authorities are delaying the reply
till they are in a position to supply definite
news.

Gossip of course is still busy over the affair.
It is now declared that the suspect is well
known in Shanghai and Tientsin, and that he
had a reputation as a pugilist. He is also
known under several names, and it is tolerably
certain that Adze is not his real name. At
one time he called himself W. H. Anderson.
He is also believed to have served in the U. S.
Marines.

It was also stated in Hongkong yesterday
that the suspect travelled from Wooning to
Shanghai by train and left the railway station
in a ricksha.

LAWN BOWLS.

The following will play for Kowloon Club
in the match with the Girl Service Club at
Happy Valley on Saturday:

D. Harvey	W. Taylor
A. Nicolson	T. Skinner
W. Hutchison	R. H. Baxter
W. Russell (skip)	J. M. Henderson (skip)
A. Ramsay	W. J. Crawford
T. Neave	R. Hunter
G. K. Harton	G. R. Edwards
T. Petrie (skip)	A. A. Milroy (skip)

TELEGRAMS.

[REUTER'S SERVICE.]

MOROCCO.

LONDON, August 10th.

It is recognized that the Algerian con-
vention is inadequate to meet the growing
anarchy in Morocco, and the impression is
growing that a considerable force of troops,
instead of police, will be necessary to
restore order.

The Spanish Government has decided to
send more troops. Comments on the
situation, in the German press are strikingly
calm and reserved.

TELEGRAPH OPERATORS' STRIKE.

LONDON, August 10th.

Sixteen hundred telegraph operators in
Chicago have struck work, and sympathetic
strikes have also occurred in Denver,
Kansas, and Salt Lake City. Serious
developments are feared.

SENSATIONAL AFFRAY ON THE
PRAYA.

A sensational affair with a tragic sequel has
just become public. On Friday night P. C.
Bond, while on duty in Wing Lok Street, was
approached by a Chinaman who complained of
having been thrown into the water, and on
proceeding to the wharf he met other two
natives in dripping clothes who told a similar
story and pointed to two men as their assail-
ants. He attempted to arrest them but they
resisted. One man caught the officer by the
throat and tried to push him into the water.
Instead he fell into the harbour himself. The
officer, without divesting himself of his heavy
clothing, at once dived after the man and
brought him up. He was sinking the second time.
A struggle ensued in the water and finally,
realizing that he could do nothing to save the
man, and that his own life was imperilled,
P. C. Bond swam to the wharf, which he reached
in a very exhausted condition. The would be
murderer soon sank and the other parties in the
affair did not wait till the officer returned to the
Praya but disappeared. The affair is up to the
present a mystery.

PRISONER'S ATTEMPT TO ESCAPE.

The precincts of the Magistracy suddenly
became alive with excitement yesterday mor-
ning when a coolie who had been sentenced
to one week's imprisonment and who was
detained in the prisoners' room while the com-
mitment warrant was being made out, took
advantage of the lagoon's back being turned to
bolt through the shroff's room and make a dash
for liberty. He sped along into Arbuthnot
Road, but by this time the alarm had been given
and User Fox and a number of lagooners were
in hot pursuit. He dodged them as they were
about to lay hands upon him and dashed into
Wyndham Street but fortune deserted him here.
He attempted to take the steps into an alley at
the same speed, but tripping fell to the bottom.
He picked himself up and continued his flight
but was stopped by a coolie. The runaway
kicked his captor so severely that the latter
was forced to let him go. However his pur-
suer had now gained upon him, but before
they reached him two coolies tripped him up
and he fell he vily to the ground. He was
removed to the waiting room where he faint-
ed, but he was soon brought round and on his
way to do his six hours' in the stocks at
Kowloon.

ROWING.

FURTHER C. Y. C. ENTERPRISE.

At a well attended meeting of the committee
of the Corinthian Yacht Club last night,
presided over by the Commodore Dr. Clarke,
it was decided to purchase on four-oared racing
skiff, one pair-oar, and two "tubs." The four-
oar is being ordered at Home, by Clasper, the
two other clubs getting identical craft, so that
interclub races will be possible. Mr. Craik-
shank, of the staff of Messrs. Panchard and
Lowther, a rowing man who happens to be going
Home, has kindly undertaken to give his
personal attention to the fulfillment of the
contract. The other boats enumerated will be
locally built.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 12th at 11.35 a.m.—The barometer
has risen slightly on the S.E. coast of China and
over Luzon, and falls slightly to moderately
over Luzon and the Loocheos.
Pressure is low apparently, over the Pacific
to the N.E. of Luzon. It is highest to the E.
of Japan, and exceeds the normal by from 0.05
to 0.15 inch over the China coast and Japan.
In Luzon it is about 0.05 inch below the
average.

Moderate to fresh N.E. winds are likely to
prevail in the Formosa Channel, and moderate
S.E. to N.E. winds along the Northern shores
of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 1.12 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood	E. winds, mo- derate; showery to fair.
Formosa Channel	N.E. winds, mod'to fresh.
South coast of China between Hongkong and Lamak	Same as No. 1.
South coast of China between Hongkong and Hainan	S.E. winds, moderate.

SUPREME COURT.

Monday, 12th August.

IN SUMMARY JURISDICTION.

Before Mr. A. G. WHE (PUIENK JUDGE).

A PARTNERSHIP DISPUTE.

An interpleader suit was heard in the case of
Chin Lai-wing of 147, Third Street, Victoria,
trader, and Ma Sai-kat, trading as Wing Lok-
ku, opium divan keeper at 86, Macdonnell Road,
Tsimshatsai. The suit was for the recovery of
\$180 duan a promissory note dated February
10th, 1903, and judgment was entered for
plaintiff with costs. Subsequently the opium
divan was seized under a writ of interim
attachment. The present action was brought
by Ngai Wing-lung, richa owner of 120
Macdonnell Road, Kowloon, who claimed to be
a partner in the Wing Lok-ku opium divan,
and further that the goods and chattels
in the said divan were not liable to seizure
under any execution in the case of Ma Sai-kat.

Mr. O. D. Thomson appeared for the plaintiff,
and M. F. X. d'Almeida Castro for the execu-
tion creditor.
Mr. Thomson stated that the opium divan
was seized under a writ of interim attachment
in an action brought against Ma Sai-kat, Ngai
Wing-lung claimed he was a partner in this
divan, whereas Ma Sai-kat said he was the sole
owner, and when he started, borrowed \$150
from the claimant. When Ma Sai-kat asked the
claimant to assist him in opening an opium
divan at Tsimshatsai, Ngai Wing-lung agreed,
and \$300 was put into the business. Then the
claimant went into the ground floor of 83,
Macdonnell Road, paid a month's rent and
proceeded to furnish the premises. The shop
was ready on June 27th, 1906. On that day
an account was worked out showing how much
the plaintiff had paid, and a balance of \$50 was
now offered to Ma Sai-kat as a sort of working
capital. On that day also, a partnership agree-
ment was drawn up between the parties.

After hearing the evidence his Lordship
found for the claimant with costs. He held
that Ngai Wing-lung was a partner with
Ma Sai-kat in the Wing Lok-ku firm, removed
the previous execution, and with Mr. Thom-
son's consent made a charging order on the
share of Ma Sai-kat in the said firm.

POSTMASTER'S PRIVILEGES.

The case in which Chan On, a messenger in
the employ of Messrs. Butterfield and Swire,
was charged with delivering letters to certain
firms in the Colony without the same having
passed through the Post Office, again came
before Mr. H. H. J. Gompertz at the Magi-
stracy yesterday. At the previous hearing it was
admitted on behalf of the firm that the letter
boxes from the firm's steamers were opened in
the office and the letters, which were understood
to be for consignees, were delivered. On the
occasion in question a number of letters, other
than for consignees, were found in the posses-
sion of defendant, but it was stated that the
firm acted in good faith. A fine of \$100 was
imposed.

SINGAPORE SHIPPING RATES.

The Singapore Free Press says "there is
something ominous in the fact recorded in the
tables appended to Mr. Anderson's rider, show-
ing that our exports to the United Kingdom
have fallen, and the exports to the Continent
and the United States have risen, so that our
net loss in the past ten years amounts to over
four million pounds." These tables we did not
give before. Here they are:—

AVERAGE FREIGHT (ARRIVED AT BY TARIFF)
HIGHEST AND LOWEST RATES EACH MONTH.

Year.	Th.	Gam.	£	Per cent.	Return.	Measure.
1900	6	12	25	41	25	41
1901	5	10	20	33	20	33
1902	4	8	16	26	16	26
1903	3	6	12	19	12	19
1904	2	4	8	13	8	13
1905	1	3	6	9	6	9
1906	1	3	6	9	6	9
1907	1	3	6	9	6	9

Summary of Shipments to the United King-
dom, Continent and United States.

Year.	Th.	Gam.	£	Per cent.	Return.	Measure.
1900	6	12	25	41	25	41
1901	5	10	20	33	20	33
1902	4	8	16	26	16	26
1903	3	6	12	19	12	19
1904	2	4	8	13	8	13
1905	1	3	6	9	6	9
1906	1	3	6	9	6	9
1907	1	3	6	9	6	9

Net loss 4,007,000 pounds in 10 years.

BOMBAY DOCKYARD ON FIRE.

ENORMOUS DAMAGE TO GOVERNMENT.
An alarming fire broke out at the Government
Dockyard at Bombay at about one o'clock on
the morning of July 15. Alarm bells were set
ringing, and in a short time the dockyard staff
was at work endeavouring to put out the fire,
which had occurred in No. 3 and No. 4 work-
shops.

Fire engines belonging to the municipality
were at the spot in about half an hour and got
to work without any delay.
Explosion after explosion occurred, and the
rumour became current that the magazine of a
ship had been consumed, but the noise was
caused by the bursting of drums of oil and
varnish.

A large crowd gathered, and through them at
about two o'clock the men of the 13th Regiment
came to the double. It was soon found that
their services were not required as no other
premises were in danger, and the men were
marched back to their lines.

The official report of the fire says that a shed
which contained tanks and drums of oil, groggily,
Rangoon coconuts, riffs oil, mineral grease,
stearine candles, ropes, chains, cables, and parts
of special machinery was completely gutted. In
addition to these stores there were a number of
drums of glycerine, turpentine, and ammonia
gas cylinders stored in the shed.

At a court of enquiry held by the officers of
the Indian marine it was learned that the cause
of the fire was not yet known. The extent of
the damage, however, approximately estimated
at two lakhs of rupees.

CONVICTED MAYOR CREATES A
SCENE.

Ernest E. Schmitz, for five years Mayor of
San Francisco, was, says the "San Francisco
Chronicle" (July 5), sentenced by Judge Dunn
to serve a term of five years—the extreme
penalty for his crime—in the penitentiary at
San Quentin.

Turbid with the outburst of uncontrolled
passion, the scene in the courtroom when sen-
tence was pronounced on the convicted Mayor was
marked by ugly retort and clamor, and justice
strove with riot for a voice. Five times the
defendant broke in upon the Judge and inter-
rupted him with vehement demands that he be
sentenced and not lectured, and when the
Court's last words were spoken that pronounced
the sentence of five years' of penal servitude
upon the arrogant Schmitz a cheer broke from
the crowd.

Jerry Dineen rose from his seat, but one in the
back of the crowd cried out: "Send Dineen
with him!" and the Chief of Police, who was
himself in court as a defendant, snuck back into
his chair beside his attorney.

This is rather an abnormal proceeding.
Attorney Fairall said to the Court, but the
not was such that only the stenographer and
Judge heard him. The bailiffs stood by as
though they had been petrified.

"If we had a Sheriff worthy of the name,
this exhibition would not happen!" exclaimed
the Judge, and Tom O'Neil came to life with
the retort.

"We could not stop that, your honor."
"I think you might clear the courtroom,"
suggested the Judge, and the Sheriff made a
rush into the crowd and, singling out a detective
in the employ of Burns, whose affidavit had been
used to disqualify him in the course of the
Riis trial, seized him by the coat collar and
started him downward, pushing the crowd in
front.

When order had been restored, Fairall was
addressing the Court and asking that the
clerk be instructed to enter "the hearing and
the hissing" on the record.

We ask the stenographer to enter what
happened just now—the clearing, the snoring
and the hissing of this mob," he said.

With the picturesque background of a pirate
of romance, Schmitz had attempted to preside
at his own judgment and tell the Court what
he should and should not say about him. In
this course he was aided by his attorney,
William H. Mason, who also broke in upon
the stringent words of denunciation which
preceded the actual passing of sentence with
the declaration:

"We take an exception to any cruel or
unusual punishment by the Judge of this court."
Judge Dunn, who had remained calm while
struggling with the defendant for a chance to
speak the words he had prepared, lost control
of his temper and shouted:

"If I am interrupted again I will send you
to jail, Mr. Mason. You would be better
engaged if you were asking this Court to set
a day to inquire into an accusation made against
you here, that you willfully and deliberately
attempted to tamper with, and influence, a
witness in this case."

Violence seemed imminent, and all the while
Schmitz was standing with both hands in
his trousers pockets, demanding that the
Court do its duty and sentence him.

"I am ready to meet any charges that your
honor may make in court or without," came like
a tranquil challenge from Mason, and the
hearing suggested by the Judge was not lost.

PARIS.

(FROM OUR CORRESPONDENT.)

July 26th.

WINE-GROWERS CALMING DOWN.

Signs are not wanting that the South of France is gradually returning to its former peaceful aspect after the recent storms. Disturbances in this country never happily last very long; the wine-growers have evidently come to the wise conclusion that there is nothing to be gained by prolonging the strike, the more so as the Government is conciliatory. M. Clemenceau was never more put to the test as he was during the recent riots; that his firmness would ultimately triumph was a foregone conclusion. Thanks to his statesman-like skill the Cabinet has weathered the storm of opposition; although the fate of the Ministry is by no means settled, yet the feeling prevails among Deputies that the Government must be supported at all hazards. France has every reason to feel proud of her Premier, for there are very few, if any, more capable statesmen at the present moment than M. Clemenceau. He has been equal to the trying occasion and met every attack made both upon himself and his colleagues, with his proverbial sang-froid. He had a crushing reply for each of his enemies, and experienced no difficulty in putting them hors de combat. He knew perfectly well how far his countrymen would go; he ridiculed the idea that the disturbances, as alleged by M. Ailly, ex-Mayor of Narbonne, were directly due to the caprices of Ministers. By so ably defending the policy of the Government and supporting the conduct of the troops, which had been seriously denounced, he has succeeded in restoring calm and bringing the Mayors and other high civic authorities to their senses. In other words, he has saved France from the horrors of civil war. With the passing of the crisis, great social reforms will follow. According to M. Poincaré, who is Senator for the Meuse District, an able politician like his intimate friend, M. Clemenceau, one of the chief causes of the recent agitation was due to the fact that Senators were completely out of touch with their constituents. Rash promises had been made at elections, and the very fact of their non-fulfilment had exasperated the hot-headed peasants. M. Poincaré strongly urges a revision of the electoral system, without which he maintains, peace and contentment are impossible.

THE FAT AND FUSSY ONE.

The approach of the *Fête Nationale* has also exercised a great influence on the Mayors who are rapidly following the advice of M. Clemenceau and withdrawing their resignations. This alone is a very happy omen, and is unmistakably a very significant sign of the turn of events. In another five days, namely on July 10, the Government will be empowered to replace the recalcitrant municipalities by Special Commissions, if there is still any trouble on that date. To be appointed *Maire* is the life ambition of most Frenchmen, especially Provincial ones, hence, those who were in such a hurry to resign are now showing every sign of penitence, in the hope of being re-instated which they will be by the Government. The leaders of the recent revolt, including Dr. Ferroul and Marcelin Albert, will be pardoned in honour of the memorable fourteenth of July. The Government has no desire to keep up animosity; it has acted the part of a parent in an amiable manner and duly chastised the naughty ones. Feeling confident that the lesson has been salutary, it is willing to release the leaders, and forgive the foolish. Tact is necessary just now, and it will not do to make martyrs of those under lock and key. The Southerners have at last seen that the revolt has not done them any good, and that the rest of France is much annoyed by the disturbances, while it is very reluctant to turn out the Ministers for using force against the rebels. Far better to make terms with the authorities and get Government help for those in distress. For the fact that the worst of the crisis is over, we have indeed reason to feel grateful to Premier Clemenceau, who so ably piloted the ship of State, during the tempest.

INCOME TAX.

A curious thing about the Minister of Finance's advocacy of the *impôt sur le revenu* or Income Tax, is that at one time he was most strongly opposed to such a measure. Since then, however, he has found salvation, and is apparently determined to go down to posterity as the author of the *projet Caillaux*. In a moment of expansion M. Caillaux recently admitted that the wealthy—those whom it is most desirable he should tax—are likely to escape his clutches. Proprietors of land, factories, houses, and shops will all have to pay their contribution to the tax collector, but the capitalist, the individual whose money is represented by shares and bonds, the man who has nothing that can be seized, will simply transfer his accounts to other countries, and the tax collector will be powerless to interfere. Thus, since the agitation for the Income tax commenced—an agitation which is largely political—certain Swiss bankers confess that they have been made trustees of over £28,000,000 of French money, while they hope to see this amount trebled, eye, quadrupled very shortly. How the new tax will affect the working classes is shown by the fact that in a family where the wages of the husband, wife, a child amount to, say 15 francs per day, the Income Tax collector will exact 60 francs per annum in Paris, where at present the householder pays nothing, and 70 francs in the provinces, where now he pays very little. One of the anomalies of the *projet Caillaux* is that, while a lawyer on the Boulevard des Capucines who rents does not exceed 2,500 francs will be exempt from Income Tax, the blacksmith a few blocks away will be compelled to pay nearly 80 francs per annum. What practical men think of M. Caillaux's scheme is shown by the fact that out of 130 Chambers of

Commerce consulted on the question, not one had a good word to say about it. They admit that the tax is justifiable in theory, but declare it to be in practice a dangerous absurdity. "A *l'impôt sur le revenu*," say Frenchmen, who, and rightly too, will never submit to inquisitorial methods as represented by the *projet Caillaux*. Imagine an Income Tax inspector having the right to enter your office, school, factory, examining all your books, your correspondence, question you about your customers, and searching your premises at will, in a word, doing practically as he likes! This is really what the *projet Caillaux* amounts to. The sooner it is knocked on the head the better before trouble arises.

DEARER LIVING.

The rise in the price of food in Paris is to be regretted; everything tends to become dearer and dearer in the French capital, which explains why visitors only remain so short a time in this beautiful city, compared with what they did formerly. A rise of one sou in the four-pound loaf led to the rise in the price of flour was submitted to silently until other traders followed the example of the bakers. The increased cost of the staff of life is only a symptom of what is going on all round in the case of everyday necessities. The results of inquiry and experience show that in every decade the cost of living goes up ten per cent. in Paris. During every exhibition prices are a good deal higher than in the previous one, and when the fair is over, there is a tendency for them to go back to their former level. Unfortunately the latter tendency is never completely realized, and the net result is that there is at the finish a general rise in prices, compared with the pre-exhibition period, of ten per cent. Apart from this, it is incontestable that the price of living rises every year in Paris. It may be due to the increase in wages to bad crops, the raising of tariffs, or other causes, but the result is the same—the cost of living is increased. If proofs were wanted, we have only to consult the statistics, showing the average price of various articles of consumption during the last five years, from 1901 to 1906. During that period the average price of beef has gone up nine per cent., the price of mutton ten per cent., real has been stationary, but pork has risen considerably. Butter, which in 1905, was quoted at 240 francs per hundred kilos (something over 200 lb.), cost 275 francs in 1906, and this year the rise is maintained. It is the same with eggs, which rose from 72 francs the thousand in 1905 to 80 francs in 1906, and are still about the same price. Poultry has in general risen ten per cent., but fish and game have remained stationary. Fruit and vegetables have suffered a very light rise in price during the past five years.

COCK FIGHTING FASHIONABLE.

At a time when a well-directed effort is at last being made to check the wanton cruelty to animals that is so frequently and unfortunately seen in the Paris streets, it is discouraging to learn that the sport of cock-fighting, so prevalent in the North of France, threatens to invade Paris. The bad example, strange to say, so far from those who ought to know better, for it is reported that a cock-fighting contest formed the chief attraction at a society entertainment offered recently by the Baronne de Caze in the Copernic. Several cocks were presented, among them being birds belonging to the Viscount Louis d'Andigné, and M. Léopold Merghy, of the Belgian Legation in the French capital. (Cock-fighting is all the rage in Belgium.) One of the warlike roosters is said to have been worth 25,000 francs. When the signal was given for the combat to begin, the ring was composed of well-known society people, while the jury was made up of elegant club men and stylishly-dressed young women in *dolleté* costumes. The cocks were armed with deadly steel spurs, and as they fought they became so enraged that soon both combatants were covered with blood. The excitement among the spectators reached its height when the 25,000 francs champion was stretched out dead by a well-directed blow from the steel spur of his opponent—an outsider whose chances were not thought to be in any sense brilliant.

A COMPARISON.

Just now when excursions to all parts are placarded on all the walls, it is worth noting that again this summer, the majority of Parisians have decided to spend their vacations in England, or in London. Encountering an old Parisian friend of his a few days ago, the writer asked him to join him at *déjeuner* for the purpose of hearing what he thought of London, from whence he had just returned after his first visit. His impression may be briefly described as follows:—London is individualistic, Paris is collective; London breathes, Paris suffocates; London is built of bricks, Paris of stone; the houses in London are low, those in Paris are high; London's shutters are inside the house Paris has its shutters outside; London's windows are *à la guillotine*, those of Paris *à la guillotine*; in Paris the streets are lined with trees, in London they have none. At one o'clock in the morning Paris is in darkness, London is flooded with light; in London you carry a latch key, in Paris it is the concierge who lets you in; London rises late, Paris rises early; Londoners kiss on the mouth, Parisians on the cheeks; London amuses itself on Saturday afternoon and evening, Paris on Sunday; London stays indoors or goes to church, while Paris amuses itself where they drink whiskey, Parisians have coffee on the pavement, where people drink light beverages and gossip, London eats little bread, Paris eats a great deal; London drinks water or beer, Paris drinks wine; London smokes a pipe, Paris a cigarette; London is *triste* or sad, Paris is gay; London lives in fog, Paris in sunshine; London is always in a hurry, Paris never; London is commercial, Paris is industrial; London has few soldiers, Paris has too many; in London the soldiers wear a red tunic and black trousers, in Paris they wear a blue tunic and red trousers. In London the Thames is an arm of the sea, in Paris the Seine is a simple river; in London the cabman drives to the left, in Paris to the right; in London he sits behind his vehicle, in Paris in front; in London the pawnshop is called "my uncle," in Paris it is "my aunt."

NAVY NOTES.

(From the *Times* of July 12th.)

It is not to be denied that Lord Cawdor did excellent public service last week in the House of Lords when he closely questioned the First Lord of the Admiralty concerning the naval situation, and in particular concerning "the real position of the Channel Fleet and the Home Fleet as well." There is a certain feeling of uneasiness in the public mind concerning these vital matters, and it is highly expedient that such a feeling, so far as it is either exaggerated or ill-founded, should be dispelled forthwith.

So far as the existing naval situation and the relative strength of this country on the seas are concerned there is, as Lord Cawdor mouthed clearly showed, no solid ground for uneasiness, still less for alarm. The figures he gave differ somewhat from those furnished in the recent Dikie return, but they cannot be manipulated in any way consistent with good faith and right reason so as to show that the naval defences of this country are in any degree or in any sense below that two-Power standard, liberally interpreted, which all responsible persons and parties in this country have long agreed to regard as the prescribed measure of our maritime security.

Misgivings on this score, however, are not the source from which the existing uneasiness has sprung. Security on the seas does not depend merely on a sufficient preponderance in the numbers of our fighting units. It is much more an affair of their distribution, disposition, organization, equipment, and training. As to this, many great, organic and far-reaching changes have been effected during the last few years, ever since, in fact, it was first practically recognized in the course of the war, that the sea had been transferred, or was rapidly in process of being transferred, from some remote, say, in the neighbourhood of Cape St. Vincent, where it had long been located, to somewhere, say, in the neighbourhood of the Dogger Bank—or, in more general terms, from the eastern waters of the North Atlantic to the whole area of the North Sea.

Obviously the main factor of the new situation is the formidable and rapid growth of the German fleet over that of France which was the pivot of the old situation, that its bases are geographically so situated as to facilitate its much more rapid and effective concentration on interior lines inaccessible to a purely maritime assault, and practically to relieve it of the necessity always imposed on the navy of France of being strong enough to hold its own on two fronts at once. This, in its turn, requires the corresponding concentration of the naval forces of this country and their redistribution on lines widely different from those which served our purpose when the centre of strategic moment lay in the Atlantic.

So far we are on comparatively solid ground. Judged by the accepted standard, however rigidly applied, our naval strength is sufficient, and it is now largely concentrated in home waters in political accordance with the transfer of the centre of strategic moment from the Atlantic to the North Sea. But beyond this point the ground at once begins to quake ominously beneath our feet. Having concentrated our naval forces in home waters—so far as is consistent with our political and other maritime interests in other parts of the world—we are at once brought face to face with the further problem of how best to distribute, organize, equip, and train them there. Here it is idle to deny that the policy of the Admiralty regarding the Home Fleet—for that is really the crux of the whole matter—has so far failed to command the same measure of public approval that many of their earlier measures commanded, and has even provoked a storm of hostile criticism by no means all of it either ill-informed or unauthoritative.

Indeed, it has done more, and worse, than this. It appears from Lord Trevelyan's language that it has even tempted the public to an active neglect of the subject, and to a disregard of naval discipline as to allow the disappearance of certain points of Admiralty policy to reach the public ear. It cannot, of course, be supposed that any such licence has been taken by officers of high rank and authority. But in this connection it is not, perhaps, amiss to recall what was said by *The Times* a few years ago when a private letter from Lord Charles B. Russell, Second-in-Command, in the Mediterranean, was published in this country, and he subsequently acknowledged, published by his authority:—

"No officer on active service, least of all a flag officer, is entitled to appeal to any tribunal or authority outside the Admiralty, or at any rate outside the Government. Such a proceeding is contrary to the King's Regulations, is opposed to the feeling and custom of the naval service, and is highly prejudicial to its discipline."

Not the least issue between the Admiralty and its critics may be stated as follows. The concentration of our naval strength in home waters has entailed, or at least permitted, an appreciable reduction in the numbers of the Mediterranean and Atlantic Fleets, not to mention the more distant stations and squadrons. How is this accession of strength in home waters to be best organized for the purpose of the new situation? The ships recalled from the Channel Fleet or to what was until recently known as the "Fleet in Commission in Reserve." To attach them to the latter would obviously be materially to reduce their efficiency as fighting units instantly ready for war—a course which public opinion would never have tolerated as regards all, or even the major part, of them—and therefore the only feasible alternative seemed to be to attach them to the Channel Fleet, which is unquestionably our first fighting line in home waters, and as such should at all times be fully equal to an encounter, in the unhappy event of war, with the German Active Fleet, the very cause and origin of the prescribed movement of concentration.

Now, for reasons which have never been fully disclosed, though they must be regarded as extremely cogent, and even paramount, by those who are responsible, and not fully adopted by the Admiralty. The Channel Fleet was materially strengthened in the character of its units, though slightly reduced in numbers. At the same time, the "Fleet in Commission in Reserve" was reorganized on a heightened efficiency by an increase in the numbers of its nucleus crews and by provision for their more active training, the result of which will be seen in the forthcoming mobilization. In the course of this process, and as an organic feature of it, a new fleet, ultimately destined to be a very powerful and fully-equipped sea-going and fighting fleet, was evolved. The "Fleet in Commission in Reserve" became the "Home Fleet." Constituted in three divisions stationed respectively at Devonport, Portsmouth, and the Nore, each under its own flag officer, he held under the supreme command of a Commander-in-Chief with his flag flying in the Dreadnought and his headquarters at Sheerness. To this fleet were now to be attached, under a flag officer of their own,

before the sea-going and fully-manned torpedo flotilla in home waters which had previously been under the orders of the Commander-in-Chief of the Channel Fleet. But it was understood that the whole, or portions, of these flotillas would from time to time be attached to the Channel Fleet for the purposes of exercise and training.

The Portsmouth and Devonport Divisions of the Home Fleet thus represent in a heightened sense the more efficient form of the corresponding divisions of the former "Fleet in Commission in Reserve." But the Nore Division takes an entirely different status and position. Its units are always to be fully manned, and as a division it is to be frequently sent to sea as a fully-equipped fighting and sea-going fleet. Latterly its battleships have been exercising in Scottish waters, having recently visited the coast of Norway; and its cruiser squadron—probably the most powerful in the world—has been temporarily attached to the Channel Fleet, together with a large contingent of its sea-going torpedo flotillas. It is officially stated that it is in continuous recess of development, and that it will not fully emerge from the chrysalis stage until the spring of next year, probably some time in May.

This date is significant. By that time two new battleships, the Agamemnon and the Lord Nelson, these new cruiser-battleships, as they are perhaps best designated, the Indefatigable, Indomitable, and Invincible, and three new armoured cruisers, the Minotaur, Defence, and Shannon, will probably all be ready for the sea. It may be assumed, though it has not so far been officially announced, that they will all take their places in the Nore Division of the Home Fleet, which, if the Admiralty act fully up to their declared intentions, will by that time have become a most formidable fighting organism, fully equipped in all respects and constantly exercised at sea. It will thus be ready at all times to take the sea in full fighting efficiency and instant readiness for war, either independently or in combination with either or both of the other sea-going fleets stationed in home waters, though occasionally cruising in the immediately adjacent seas. The Nore Division of the Home Fleet will have become a home fleet, and this is its raison d'être.

Such is the ideal to which the professions and declarations of the Admiralty, albeit somewhat speculatively expressed, must be held quite unmistakably to point. Anything short of this would assuredly fail to satisfy public opinion or to allay the prevailing uneasiness. Further, inasmuch as this ideal is by no means attained at present, and cannot, apparently, be attained for nearly 18 months, it is manifestly behoves the Admiralty provisionally to adjust its defensive dispositions very carefully to the strategic circumstances of the actual situation, taking care that until the Nore Division of the Home Fleet is fully equipped and organized, until its sea-going and fighting efficiency is fully proved and accepted, the strength and disposition of the Channel and Atlantic Fleets must be adjusted accordingly. There must be no question of being merely "practically able" in its means ready for the day, or the week, or the year. The Nore Division must be instantly ready, as all our other sea-going fleets are required to be. Until that is the case, its place in the defence of our home waters must be supplied from such other resources as are available.

An alternative ideal to that advanced by the Admiralty has lately been presented in the *Spectator*, based largely on a recent manifesto of the Navy League. This ideal is unimpeachable in its aims, though the means suggested appear to be incompatible with the paramount interest of the Admiralty, and incidentally it involves much exaggeration and no little inconsistency in its presentation of the existing situation. It is only fair to assume that the Admiralty are really aiming at substantially the same ideal—that of the complete sufficiency and readiness of our defensive forces in home waters—though, for reasons which have never been fully disclosed, but must in fairness be assumed until the contrary is proved to be extremely weighty, they have preferred to approach it by another method, making the Home Fleet the pivot of the whole solution. After all, the Admiralty have so far exercised exceedingly well of the country, and it is only fair to assume that they have not suddenly taken leave of their senses, as they would have done if one defensive organization in home waters were to be placed in a state of complete irresponsibility, however plausibly presented, and however authoritatively recommended, is rather a dangerous guide in moments of anxiety. In this connection it is worth while to recall the weighty words uttered by the late Lord Cawdor in 1898:—

"I say now with an emphasis I hope the House will pardon, I hope we shall never be pushed in the direction of saying 'practically able' in its means ready for the day, or the week, or the year, when we shall, and how, what stations we shall reinforce, or ships we shall distribute our ships. If times should grow darker than now they are, if timidity is shown in this or that direction, and we are pressed to say 'practically able' at that point, will you strengthen this or that squadron, then I hope we shall have such confidence from the House of Commons that we shall be allowed to hold our peace and steadily do our duty." There's the rub. The Admiralty must continue to make it clear that they are steadily doing their duty as they have done it in the past, that they are not making the Home Fleet a specious cloak for an unwise and perilous economy. But they are now on their trial. The case for the prosecution may fairly be regarded as so far not proven. The case for the defence is not yet fully developed.

SINGAPORE LANDFORDS CRITICISED.

BILL FOR THE IMPROVEMENT OF SINGAPORE.

A number of very pointed remarks respecting Singapore property owners were made at a meeting of the Legislative Council recently, when some of them were accused of squeezing their tenants, studying their own pockets more than the health and comfort of those occupying their property, and, in fact, were described as of a horse-leech nature.

It was the occasion of the second reading of the Municipal Ordinance Amendment Bill, which Mr. Napier moved, and Mr. Bryant seconded. The representative of the Chinese community, Mr. Tan Jik Kim rose to address the meeting, and no one was prepared for the startling revelation he made regarding native shop-houses. He maintained that the bill as it stood provided some process which, when it became law, would mean a very sweeping alteration in the conditions of life in Singapore. When the provisions were being enacted he was afraid there would be a great number of dwelling houses of Chinese and natives, perhaps as much as 60 or 70 per cent. of the town which would be condemned as unfit for occupation. When

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that measure had been rigidly carried through he was strongly under the impression that a great number of the labouring and poorer classes would be clamouring for shelter if no proper provisions were taken in this respect by the Government and the Municipality.

In that Council they should remember that their duty was not only to protect the landed property and business of the town, but also the interests of the labouring and poorer classes (His Excellency, Hear hear). He was almost certain that when these improving measures were being rigidly enforced they would lead to the increased cost of labour and living amongst the poorer classes. At present there were a great number of these overcrowded houses. They were being tenanted by the labouring classes, and unless owners of property were encouraged to build a greater number of houses in comparison with the overcrowding, a great number of these poorer classes stood in danger of being thrown out into the streets without any shelter, and perhaps they might have to face the same difficulty he was told the Bombay Municipality had now to meet.

As regarded the landowners, he was glad to tell them that at a recent meeting of certain owners, there was no strong opposition raised by them, and as far as he could understand, a memorandum had been sent to the Government on behalf of those property owners, and he was sure their recommendations would be properly considered by His Excellency when the bill came into Committee. He thought they could congratulate the sanitary condition of the town, he would have the cooperation of the land proprietors, and he was sure that when the time came for the officials to be instructed to enforce the measure, His Excellency would see that no unnecessary hardship should be suffered by the poorer classes. (Applause.)

Mr. Anderson said he thought to some extent, lying at the root of the necessity for the present legislation, was that pernicious system to which Government has clung for so long—the issuing of short leases. Surely, it stood to reason, if a man is possessed of a short lease he is not going to erect on the property, a building such as he considers would last for a greater time than his period of tenure. He thought, further, he was correct in saying that, for the last 20 years the owners of short leases had expected Government to declare to them some policy as to what was to be done when the leases expired. He believed he was correct in saying that, certainly in the last 14 or 15 years, there had been no declaration of the policy intended by Government on that point, the result being, of course, that owners of property of that tenure were still in doubt, and still more disinclined to spend money on buildings of a more suitable character.

He had heard people, he thought, unjustly lay at the door of the Municipality the blame for this, although it seemed to have been overlooked by Government in its dealings with that body in the past, that the present position would have been more favourable as regards sanitation and other town improvements, if Government had dealt more liberally, in regard to the financial assistance in years past, with the Municipality. Then, he considered, it had done. The original sin, in the matter, as he had observed, was laid at the door of the Government, but there was a second degree of sin, and a fairly heavy one, to be attached to a very large body of land and property owners in Singapore. He was not denying for one moment that there were among the property owners of the Settlement men whose consciences told them that their pockets were not the sole consideration in their matter, and that they should give consideration to the health of the place and the convenience and comfort of those who occupied the premises belonging to them. But unfortunately, a very considerable body of property owners in the town were of the horse-leech nature. They squeeze their tenants, they rack them in rent, and the very last consideration that enters their mind is that they believe would be to the advantage and benefit of the community as a whole. So much do I think, he continued, that this last mentioned body of people are sinners in the respect, that I have come to believe that the ordinance, as it would affect them, is letting them off lightly. The duty of these people, as well as of others, was to consider not merely what they can gather into their pockets as the first importer, but also the health and general good of the place in which they were making their money.

The bill, however, gave the impression of mainly aiming at matters of light and air, but in his view an equally important matter which sanitary improvement called for was clean and modern drainage system, the attention to the internal drainage system of those houses occupied mainly by natives. No matter what amount of air and light was given buildings of the class which would be affected by the Ordinance it would not alter the fact that, in a very large proportion indeed of the houses occupied by native classes, the drainage was impossible.

His Excellency said it was the desire of Government to work in amicable relation with the proprietors. If they started on this campaign against the proprietors as if they were sinners above all men, and the only thing to do was to cut them down root and branch, they would make a great mistake, and he for one refused to approach the question in that spirit. If there were men amongst them, there were also those who had done their best to discharge their duty to their tenants. He believed there was a feeling amongst them that this work was inevitable, and it was their duty and to their interest to help Government and Municipality in the matter. With that spirit prevailing on both sides they might look confidently for a much more rapid progress than if they were trying to get the better of each other. Government would first lay down the line of the areas it desired to improve, it would then, if they were declared insanitary, declare them in the Gazette and the next step would be to call together the owners of all property in the area and offer them for their lease, stipulating that grants on a fixed scale, either the present one or one to be considered. Thus Government would give a better title, the land owner would give land for the back lanes and air space, etc.

PLAYING WITH THE CLOCK.

Of all the tyrants civilized man has to submit to, the clock is the chief. The majority of people in the world bow down to its dictates, especially in the so-called "well ordered house." Breakfast bell at eight punctually, luncheon at one, dinner at seven thirty, look at the clock and see what time it is, and from its fingers take the word for bed. The first thing on waking in the morning is pay your attention to the watch. If it beaus favourably the day will be a happy one; if, with reproachful face, and hands close clenched, it ticks you with "How late you are, regret and hurry dog your steps all day. In the East the dominion of the clock is less pronounced, and to make up for a real loss of power, a fictitious value is given by those people who keep watchmen, by the striking of the gong every hour during the night. They will tell you it is to show that the jags is awake and keeping a good look out, but we know it to be merely in submission to the Goddess of the Hour. You will never find a Malay or a Chinaman bothering about what time it is. If they wear watches it is only for the purpose of impressing their less fortunate brethren. "Nine o'clock, by Jove, I'm hungry" is the order of the Western. "I'm hungry; it must be late" is the view of the Eastern. Is man made for time, or is time made for man?

The Hours were three sisters, daughters of Jupiter and Themis, called, according to Hesiod, Ennomia, Dike and Irene. They are represented by the poets as opening the gates of heaven and Olympus. But they have no connection with the hour, the nymphs of paradise, whose company is to form the chief happiness of the faithful Mussulman hereafter. Nor were they supposed to take cognizance, at first, of so small a period as our modern hour as they were the goddesses of the seasons. One can understand submitting to a season there is leisure enough in it to permit one to take one's ease and enjoy life. The hour of sixty minutes is too small a goddess to be faithfully adored. Yet we set her up on high and chide our friends for wasting a whole hour. "Wasting?" The hour has got to be passed somehow, and the more pleasantly the better, so that the only hours that are wasted are those not spent pleasantly. Do we waste the time we spend in sleep? As the Irishman said, the night is the best part of the day.

The division of time into night and day is another arbitrary tyrant, to the civilized man. To the Malay the night and the day are equally suitable for eating, sleeping or love making; or obeying an enemy. To which High Society in Europe is again reverting. But the rank and file would stand aghast with horror at making a midnight call, or eating grilled beef at half past ten in the morning. Nay, they even look upon sweet-heating at an hour other than the evening is something very dreadful. Their lives are held bond to the hours, as their bodies are held to the kitchen during the week, with an uncomfortable half hour in the parlour on Sundays.

In one respect this bondage to the hours is particularly hard—the adherence to summer hours in winter, or to winter hours in summer. Days come and days go with wearying regularity in the tropic. Our variation is only twenty minutes during the year. The sun rises during certain months before six and sets twenty minutes past six, an insignificant change only noted by old hands and early risers. It is one of the drawbacks to a visit Home in the summer that the sun will insist on waking one at an unearthly hour. Children especially, as more susceptible to external influences, and going to bed generally with the sun, are a source of almost annoyance in the way they will insist on rising with the sun. Nobody else is up; nobody else wants to get up. Yet the early morning hours in summer are the most charming of the day, cool, fresh, and non-smoky.

There is a movement to utilize these hours by making the day begin earlier in summer. Rather puttin' the clock on, so that business part of the day shall begin earlier. Steal a few hours from the day. At 2 a.m. on the first few Sunday mornings in April, the clock is to be put on twenty minutes. On each of the first four Sundays in September it will be put back twenty minutes. Thus eight Sundays of 24 hours will be exchanged for four of 23 hours 40 minutes, and four of 24 hours 20 minutes. The ease with which change in time are made when travelling at sea is added to show how easily it could be done. You make or lose 20 minutes a day and never notice it. Standard time, too occasionally in the Cape town was given 47 minutes in 1903. Standard time was altered in Australia for a similar reason. On the great railways the traveller leaves one belt of time and goes to another without any difficulty. Why then could it not be done in England? The object is to give every one an additional 9 hours 0 minutes for exercise in the open air. Says the advocate of this change:—

Light is one of the great gifts of the Creator. While daylight surrounds us cheerfulness, light, and anxiety press less heavily, and courage is bred for the struggle of life. Against our ever besieging enemy disease, light and air are as ramparts to our defences, and when the conflict is close they become our most effective weapons for driving off the invader. Can any words be comprehensive enough to represent the cumulative effect on this nation alone of the 2 1/2 additional available hours—an average of one hour and ten minutes every day for six months—which are within our reach, to be had, not only without price, but accompanied by a large saving in current coin year after year?

To the man who now leaves off work at five p.m. it will be as though he left off at 3.40 p.m., for he will take with him the light that we now have at 3.40. Similarly, he who leaves off at six o'clock will take with him the light we now have at 4.40 p.m., and so on. Consider what this yearly gain of 210 hours of light means to succeeding generations—a man at twenty-eight will have gained a whole year of light; at fifty, two years; at seventy-two, three years—Singapore Free Press.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt. C. D. Goldsmith, R.N.E.	About 14th August	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. K. K. R.N.E.	About 16th August	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Poters	About 22nd August	Freight and Passage.
LONDON VIA USUAL PORTS ARCADIA	ARCADIA Capt. A. L. Valentini	Noon, 24th August	See Special Advertisements.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th August, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG HAIPHONG AMOI, TSINGTAO & NEWCHANG	"HUPH" "KWEIYANG" "TAMING"	On 13th Aug. Noon. On 14th Aug. 5 P.M. On 14th Aug. 4 P.M.
SWATOW, NINGPO & SHANGHAI	"SHANSI"	On 14th Aug. 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 14th Aug. 4 P.M.
SHANGHAI DIRECT YOKOHAMA and KOBE	"SHAOHSING" "TSINAN" "SINGAN"	On 14th Aug. 4 P.M. On 14th Aug. 4 P.M. On 17th Aug. 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 17th Aug. 4 P.M.
SAMARANG	"SEKCHUEN"	On 18th Aug. 4 P.M.
CEBU & LOILO		
SWATOW & SHANGHAI	"PAKHOI"	On 25th Aug. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Bureau is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

Hongkong, 13th August, 1907.

BUTTERFIELD & SWIRE,
AGENTS.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ZIETEN" F. PROSCH	Wednesday, 14th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EUEL FRIEDRICH" Capt. E. MALCHOW	About Wednesday, 14th Aug.
MANILA, NEWGUINEA, BEIS BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. VON SANDEW	Thursday, 15th Aug. at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 23rd Aug.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMILL	About Saturday, 31st Aug. at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHKE & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th August, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. S. SMITH	TUESDAY, 13th Aug. at 10 A.M.
TAMUI VIA SWATOW AND AMOI	"DAIJI MARU" Capt. I. SAKURAI	SUNDAY 18th Aug. at 10 A.M.
TAKAO VIA SWATOW AND ANPING	"FUKUSHU MARU" Capt. T. IRO	WEDNESDAY, 21st Aug. at 10 A.M.
SHANGHAI VIA SWATOW AND FOCHOW	"FRITHJOF" Capt. O. ANDERSON	THURSDAY, 15th Aug. at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong, 12th August, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
31 days Across the Pacific to the "EMERALD LINE," Saving 5 to 10 days' Ocean Travel,
11 DAYS YOKOHAMA to VANCOUVER,
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMERALD"	6,163	WEDNESDAY, 14th Aug.	7th Sept.
"EMERALD OF JAPAN"	6,000	THURSDAY, 22nd Aug.	16th Sept.
"TARTAR"	4,425	WEDNESDAY, 11th Sept.	5th Oct.
"EMERALD OF CHINA"	6,000	THURSDAY, 28th Sept.	14th Oct.
"EMERALD OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.

"EMERALD" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMERALD" Steamships,
24,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 23 days from HONGKONG.
Hongkong to London, 1st Class, via St. Lawrence 29; via New York 22.
Intermediate on Steamers
and 1st Class Railways
240, " " 222.

R.M.S. "EMERALD" and "TARTAR" carry Intermediate passengers only,
at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officers in the Service of China
and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBILIN, and BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 300 tons displacement and workshop
fitted for any ordinary repairs.
For further particulars apply to the Agents at Hongkong.
JAVACHINA-JAPAN LINE,
YORK BUILDINGS, 12200
Hongkong, 1st December, 1906.

SHIPPING IN PORT.

STEAMERS.
AWA MARU, Japanese str., 3,912, N. Trent,
11th Aug.—London 6th July & Singapore
6th Aug. General—Nippon Yusen Kaisha.
BEILERPHON, British str., 5,726, T. Barthol,
9th Aug.—Tacoma Wash, U.S.A. 10th
July General—Butterfield & Swire.
CARL DIEDERICHSEN, German str., 774, T.
Petersen, 7th Aug.—Haiphong 4th and
Hoihow 6th Aug., Rice, Pigs & General—
Jensen & Co.
CHILDAN, Norwegian str., 1,102, A. Augensen,
4th Aug.—Bangkok 27th July, General—
Nippon Yusen Kaisha.
CHINKIANG, British str., 1,200, F. Robertson,
4th Aug.—Swatow 3rd Aug.—
Butterfield & Swire.
CHOYANG, British str., 1,424, A. E. Sandbeck,
7th Aug.—Shanghai 3rd and Swatow 4th
Aug. General—Jardine, Matheson & Co.
EMPEROR OF JAPAN, British str., 3,039, H.
Pybus, 28th July—Vancouver 9th July,
General—C. P. R. Co.
GLENNES, British str., 2,274, J. Rafferty, 28th
July—Mojito 2nd July, Coals—McGregor
Bro. & Gow.
HAILAN, French str., 377, Anderson, 10th Aug.
Hoihow 8th Aug.—General—A. R. Mart.
HAITAY, British str., 1,183, J. S. Rosch, 9th
Aug.—Coast Ports 8th Aug. General—
Douglas, Lippitt & Co.
HARBURG, British str., 2,149, A. Bowling, 31st
July—Melbourne 20th June, Flour,
Shevan, Tomes & Co.
HELENE, German str., 771, J. Jensen, 9th
Aug.—Hoihow 8th Aug., Sundries—
Jensen & Co.
HOPMANN, British str., 1,359, J. M. Hay, 7th
Aug.—Swatow 3rd Aug. General—
Jardine, Matheson & Co.
HUICHOW, British str., 1,317, E. Forsyth, 8th
Aug.—Tientsin 3rd Aug. General—
Butterfield & Swire.
ISTOK, Austrian str., 1,850, N. Tical, 10th Aug.
—Bombay 20th July and Singapore 3rd
Aug. Cotton—Sander, Wieler & Co.
JAPAN, British str., 3,809, J. G. Ollent, 9th
Aug.—Calcutta 24th July and Singapore
4th Aug. General—David Sassoon & Co.
JOHANNES, German str., 952, Ipland, 5th
Aug.—Samarang 27th July, Sugar—
Jensen & Co.
JOSHIN MARU, Japanese str., 700, H. S. Smith,
7th Aug.—Tamsui 4th Aug. General—
Osaka Shosen Kaisha.
KANCHOW, British str., 1,217, James, 10th
Aug.—Shanghai and Amoy 9th Aug.—
Butterfield & Swire.
KORSA, American str., 3,551, Samuel Sandberg,
5th Aug.—San Francisco via Port 8th
July, General—O. & O. Co.
KWAHANG, Chinese str., 1,648, R. Linde,
3rd Aug.—Shanghai 31st July, General—
Chinese.
KWEIYANG, British str., 1,044, Dawson, 8th
Aug.—Swatow 5th Aug. General—
Butterfield & Swire.
LAUSCHAN, German str., 1,945, Sperling, 6th
Aug.—Mojito 1st Aug. Coal—Jensen & Co.
LEVANTO, Italian str., 2,281, Gravato, 6th
Aug.—Singapore 31st July, Cotton—
Candow & Co.
LOO SUN, German str., 1,020, W. Tanbert, 9th
Aug.—Bangkok 31st July, Rice & Wood
—Melchers & Co.
LOTHIAN, British str., 3,222, Williamson, 5th
Aug.—Calcutta 22nd June—Ondor.
MAUSANO, British str., 1,741, R. Houghton,
10th Aug.—Sandakan 4th Aug. General—
Jardine, Matheson & Co.
MEERPO, Chinese str., 1,518, Frigast, 8th
Aug.—Shanghai 4th Aug. General—
Chinese.
MOONSHIRE, British str., 3,953, S. Robinson,
8th Aug.—Vancouver, & Co. 24th
July, Mails and General—C. P. R. Co.
NANSUAN, British str., 1,290, A. Jones, 11th
Aug.—Saigon 6th Aug., Rice and General—
Bradley & Co.
PAKLAT, German str., 1,018, J. Wenzel, 10th
Aug.—Bangkok 1st and Hoihow 8th Aug.,
Rice and Teakwood—Widdow & Co.
PETCHIBURI, German str., 1,972, C. Wolf, 4th
Aug.—Bangkok 27th July, Rice and
Timber—Butterfield & Swire.
PHU-YEN, French str., 1,249, Bouissou, 31st
July—Saigon 28th July, Rice—
Bradley & Co.
PITRAUBER, German str., 1,267, D. Remers,
11th Aug.—Bangkok 4th Aug., Rice—
Butterfield & Swire.
PONGTONG, German str., 987, W. Diefuhr,
3rd Aug.—Bangkok 4th July, Wood and
Rice—Butterfield & Swire.
PROGRESS, Norwegian str., 1,671, Thor, Sol-
ving, 28th July—Sandakan 23rd July,
General—Wallen & Co.
RIVERSDALE, British str., 2,381, Hay, 9th Aug.
—Sourabaya 30th July, General—Butter-
field & Swire.
SHANN, British str., 1,226, Boyd, 10th Aug.
—Swatow 9th Aug.—Butterfield & Swire.
SHANTUNG, British str., 1,635, J. Robinson, 4th
Aug.—Java (Cheerok) 28th July, Sugar
—Butterfield & Swire.
SHANGHAI, British str., 1,305, W. McIntosh,
8th Aug.—Shanghai 4th Aug. General—
Butterfield & Swire.
SHAWMUT, American str., 9,696, E. V. Roberts,
8th Aug.—Manila 6th Aug. General—
Dodwell & Co.
SHINANO MARU, Japanese str., 6,387, Katsuni
Kowara, 11th Aug.—Seattle & Shanghai
8th Aug. General—Nippon Yusen Kaisha.
SOURADNIK, Russian str., 2,243, J. Galin, 10th
Aug.—from St. Petersburg, General—
Melchers & Co.
SUNGKIAN, British str., 987, G. H. Ferner-
father, 10th Aug.—Cebu & Iloilo 6th Aug.
Sugar—Butterfield & Swire.
TAMING, British str., 1,353, A. W. Outerbridge,
9th Aug.—Manila 6th Aug. Hemp
and General—Butterfield & Swire.
TATSU MARU, Japanese str., 1,745, H. Teru-
jima, 4th Aug.—Kobe and Mojito 29th
July, Coal—Chinese.
VICTORIA, Swedish str., 1,150, J. A. Helberg,
4th Aug.—Java 25th July, Sugar—
Asgaard, Thoresen & Co.
VORWAERTS, Austrian str., 3,422, B. Bahner,
7th Aug.—Tientsin 27th July and Singa-
pore 1st Aug. General—Sander, Wieler
& Co.

VORWAERTS, German str., Uderup, 11th Aug.
—Tientsin 5th Aug. Coal—Jensen & Co.
WINGANG, British str., 1,537, Walker, 3rd
Aug.—Mojito 27th July, Coal—Jardine,
Matheson & Co.
WONGKONG, German str., 1,115, W. Rohor,
4th Aug.—Swatow 3rd Aug. General—
Butterfield & Swire.
WOSANG, British str., 1,127, Campbell, 10th
Aug.—Wuhu and Chinkiang 5th Aug.,
Rice—Jardine, Matheson & Co.
SAILING VESSELS.
ACIDES, British ship, 2,492, J. Cummings, 26th
July—from New York, Cass Oil—Standard
Oil Co.
LYNDHURST, British 4-masted barque, 2,500,
Parrell, 25th July—Kobe 1st July, Ballast
—Standard Oil Co.

NOTICES TO CONSIGNEES.

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Robustino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.
THE Steamship

"LEVANTO,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk, into
the basins and/or extra basins Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence delivery may be
obtained. Perishable Goods to be taken
delivery of immediately.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to sale.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst., at 9.30 A.M.
No Fire Insurance has been effected.
CARLOWITZ & CO.,
Agents.
Hongkong, 6th August, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MARMORA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex ss. "India" &
"Persia".
From Persian Gulf ex B. I. S. N. &
B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 14th August, at
4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 7th August, 1907.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT".
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI,
AMOI AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 10th August, 1907.

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above LINE
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPS PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1906.

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 888G. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906.

ON SALE.
THE
DIRECTOR AND CHRONICLE
FOR
CHINA, JAPAN, COREA, INDO-CHINA
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.,
WITH HIGH ARE INCORPORATED
THE CHINA DIRECTORY
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FOR
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THE FORTY-FIFTH ANNUAL ISSUE.

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Not only is the Directory as full and complete
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The Information in these Descriptions, con-
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Peking	Nanking	Canton
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Taku	Yoshow	Samsui
Newchwang	Shensi	Kongsoon
Taipei	Ichang	Wuchow
Port Arthur	Chungking	Kwangchow
Chien	Hangchow	Pakhoi
Weihaiwei	Ningpo	Hoihow
Kiashan	Wenchow	Lungchow
Tsinan	Sants	Mongtze
Maikien	Foochow	Hokow
Shanghai	Amoy	Szema
Soochow	Swatow	
Chinkiang		

JAPAN AND FORMOSA

JAPAN	JAPAN	JAPAN
Tokyo	Osaka	Kobe
Yokohama	Mojito	Tsushima
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamsui	

EASTERN SIAM

VIETNAM	VIETNAM	VIETNAM
Haiphong	Yunnan	Mokpo
Chienlopo	Fuao	Chienlopo
Kusan	Pingyang	Songchin
	Maampo	

HONGKONG AND ITS DEPENDENCIES

MACAO	MACAO	MACAO
Handi	Andam	Tourane
Haiphong	Ilue	Saigon
Tonkin Provinces	Quinhon	Camboage

PHILIPPINES

PHILIPPINES	PHILIPPINES	PHILIPPINES
Manila	Iloilo	Cebu
Saravak	Lubuan	British N. Borneo

STRAITS SETTLEMENTS

STRAITS SETTLEMENTS	STRAITS SETTLEMENTS	STRAITS SETTLEMENTS
Singapore	Penang	Malacca, Prov. Wellesley
	Malay States	
	Sungai Ujong	Selangor
	Jeilau	Perak

NETHERLANDS INDIA

NETHERLANDS INDIA	NETHERLANDS INDIA	NETHERLANDS INDIA
Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar
	East Coast of Sumatra	

NAVY SQUADRONS

NAVY SQUADRONS	NAVY SQUADRONS	NAVY SQUADRONS
British	German	Russian
French	Japanese	United States

ALPHABETICAL LIST OF RESIDENTS

contains the names of over
2,000 FOREIGNERS,
carefully arranged, with the initials as well as
the Surnames in strictly Alphabetical Order,
so that any name can be found instantly.

THE PROTESTANT MISSIONARIES,
IN CHINA, JAPAN AND COREA
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MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TIENTSIN (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKONG (SHANGHAI) with inset
showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF THE PEAK
PLAN OF NEW TERRITORY (KOWLOON)
PLAN OF KOWLOON
PLAN OF MANILA
PLAN OF SAIGON
PLAN OF SINGAPORE
PLAN OF BATAVIA

THE CHRONICLE covers the notable events of
the last half a century in the Far East together
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concluded with the countries of Eastern Asia
the various Customs Tariffs, Trade Regulations
Chambers of Commerce, Scales of Commissions,
Consular and Court Fees, Hongkong Stamp
Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measures, and other Commercial Information
including:—

TREATIES WITH CHINA
Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1869; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1866; Chungking Convention, 1891;
Tibet Sikkim Convention, 1890; Burmah
Convention, 1890; Kowloon Extension, 1893;
Weihaiwei, 1895; Convention, Commercial,
Shanghai, 1902; Emigration Convention,
1904.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1855; Conventions, 1856, 1857, and
1859; Frontier Trade Regulations.
United States—Tientsin, 1855; Additional
1868; Peking, 1890; Immigration, 1894;
Commercial, 1893.

Germany—Tientsin, 1861; Peking, 1890;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaoning Con-
vention, 1895; Commercial, 1896; New Ports
1896. Supplementary Commercial, 1903.

Russian—St. Petersburg, 1831; Russian Land
Trade, 1881.
Portugal, 1888; Commercial Treaty, 1894.
FINAL PROTOCOL made between China and
Eleven Powers, 1901.
TREATIES WITH JAPAN
Great Britain, 1894; Dulles Convention 1895;
Russia, Agreements as to Corea; United
States, Extraterritorial Treaty, 1896; Great
Britain (Alliance) 1907; Russia (Peace
Treaty) 1905.
TREATIES WITH COREA
Japan, 1876; Japan Supplementary, 1876;
Japan, 1905. United States, 1882; Great
Britain, 1894.

